

FINAL

RESULTS EDITION

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DYNAMITE AND FIRE RUIN PART SUBWAY AFTER TRAINS CRASH

New Station Torn to Pieces and Masonry of Tunnel Hurlled Down by Explosions After Runaway Train Smashed Into Flat Car Carrying Blasting Cartridges.

FIFTY MEN NEAR TO DEATH, BUT ALL MAKE ESCAPE

**Collision Occurs 135 Feet Below the Surface of
Broadway—Firemen, Unable to Reach Blaze,
Wait For It to Burn Itself Out—New
Cars Buried Under Tons of Debris.**

A collision between a runaway Subway train and a flat car, said to have carried dynamite, at One Hundred and Sixty-eight street and Broadway, to-day caused a series of explosions and a destructive fire that imperilled the lives of fifty men. An Italian laborer is missing but some of his fellow-workers say he escaped and ran away after reaching the surface.

The fire completely wrecked the station at One Hundred and Sixty-eighth street, one of the largest on the road. It was almost finished, and the big elevator shaft and much of the station proper were shored by heavy timbers, which burned fiercely once they caught fire. The firemen were compelled to stand around for hours deluging the subway with water before they could attempt an entrance to discover if any one had been killed.

CARS BURIED UNDER MASONRY.

This last explosion was witnessed by Fireman Timothy Gannon and investigating party trying to reach the spot from the One Hundred Eighty-first street station. They narrowly escaped death.

Although the officials deny that there was any dynamite in the tunnel at that point there were testimony from employees that they saw flat car had boxes of dynamite cartridges aboard.

Norman avenue, Brooklyn, was used to take a train, which had been stalled at the One Hundred and Fifty-third street station, and discharged the cars into the tunnel.

The only man aboard any of the

There were more than a dozen distinct explosions. The cars immediately began to expand in bursting out additional width for the elevator shaft, which was found to be four feet too small for the elevators when they arrived and were measured.

The Broadway subway service at this time was down to one hundred and

Fifty-seventh street. Above that station is a storage yard and tracks for the switching of trains. During the slack hours trains are stored between One Hundred and Fifty-seventh and One Hundred and Sixty-six streets.

George Fry, a switchman, of No. 55

Flat car and train crashed through a heavy bulkhead at One Hundred and Sixty-seventh street into a crowd of workmen toiling at the station.

(Continued on Second Page.)

AT COLUMBIA, S. C.—BROOKLYN VS. DETROIT.

DETROIT	0 0 0 2 0 0 0 1—	5
BROOKLYN	2 0 1 0 0 0 0 3—	6

AT PRINCETON—N. Y. U., O; PRINCETON, 12.
N. Y. UNIVERSITY..... 0 0 0 0 0 0 0 0 0—0
PRINCETON..... 0 1 1 0 1 0 3 6—12

LATE WINNERS AT BENNING.

SIXTH RACE—GRACE GRIND (4 to 5) 1, JAMES F. (5 to 4) 2.
Two starters.

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AT CITY PARK.

FIFTH RACE—FRESTIGE (7 to 1) 1, DARIUS (6 to 5) 2.

ADAM (6 to 1) 3.

SIXTH RACE—ATTILA (11 to 10) 1, DOESKIN (2) to 1) 2.

ADAM (6 to 1) 3.

AT MEMPHIS.

FIFTH RACE—VAN NESS (11 to 20) 1, DAPPLE G'LD (6 to 1) 2, OPTIONAL (20 to 1) 3.
SIXTH RACE—FALERIAN (9 to 5) 1, NAMEOKI (to 1) 2, ALLAN (7 to 1) 3.